

**BOSTON REDEVELOPMENT AUTHORITY
D/B/A BOSTON PLANNING & DEVELOPMENT AGENCY**

**DEVELOPMENT PLAN
FOR
PLANNED DEVELOPMENT AREA NO. 119
EXCHANGE SOUTH END REDEVELOPMENT**

540 Albany Street

The Abbey Group

_____, 2018

Development Plan: In accordance with Sections 3-1A, 64-28 through 64-31 and 80C of the Boston Zoning Code (as in effect on the date hereof, the “**Code**”), this Development Plan for Planned Development Area No. 119 (this “**Development Plan**”) sets forth information on the proposed redevelopment (the “**Project**”) of the property located at 540 Albany Street in the South End neighborhood, including the proposed location and appearance of structures, open spaces and landscaping, proposed uses of the area, densities, proposed traffic circulation, parking and loading facilities, access to public transportation and proposed dimensions of structures.

This Development Plan sets forth the zoning for the Project, and represents a stage in the planning process for the development of the Project. The Project is also undergoing review under Section 80B of the Code. A Project Notification Form for the Project was filed with the Boston Redevelopment Authority doing business as the Boston Planning & Development Agency (the “**BPDA**”) on September 19, 2017, and the BPDA issued a Scoping Determination for the Project under Section 80B of the Code on January 28, 2018. A comprehensive Draft Project Impact Report for the Project was subsequently filed with the BPDA on February 13, 2018. Based upon that process and the approval of this Development Plan, final plans and specifications for the Project will be submitted to the BPDA pursuant to Sections 80B and 80C of the Code for final design review approval and certification as to consistency with this Development Plan.

This Development Plan consists of six (6) pages of text and Exhibits A, B and C. All references to this Development Plan contained herein shall pertain only to such six (6) pages of text and Exhibits A, B and C. Exhibits A, B and C are subject to design, environmental and other development review by the BPDA and by other governmental agencies and authorities, and the Project as described in this Development Plan may evolve in the course of such review. Unless otherwise set forth herein, all references in this Development Plan to terms set forth in the Code shall have the meanings set forth in the Code, as amended to the effective date hereof, and not as the same may be amended hereafter.

In accordance with Section 80C-9 of the Code, the issuance of a Certification of Consistency confirms consistency of the Project with this Development Plan and constitutes compliance with the requirements of the Code to the extent such requirements have been addressed in this Development Plan.

Developer: The developer of the Project is Abbey Albany Development, LLC, a Massachusetts limited liability company, its successors and assigns (the “**Developer**”), an affiliate of The Abbey Group. Upon the commencement of construction of the Project, the Developer will own the Project Site either directly or indirectly through one or more affiliates.

Proposed Location: The Project will be located on the site of the former Boston Flower Exchange in the block surrounded by Albany Street to the northwest, Interstate-93 Southbound Frontage Road to the east, and BioSquare Drive to the southeast in the South End neighborhood of Boston, as more specifically described on Exhibit A attached hereto and as depicted on Exhibit B attached hereto (the “**Project Site**”). The Project Site is located within the EDA South Subdistrict of the South End Neighborhood District, the Restricted Parking Overlay District and the Groundwater Conservation Overlay District (“**GCOD**”) under Article 32 of the Code. The Project Site is also part of the South End Harrison/Albany Protection Area. The Project Site consists of approximately 246,145 square feet (approximately 5.65 acres) of land area and presently includes an approximately 73,000 square foot to-be-demolished warehouse that formerly housed the Boston Flower Exchange, as well as adjacent paved parking and loading areas.

Proposed Appearance and Dimensions of Structures and Proposed Density. The Project will include the redevelopment of the Project Site – the location of the former Boston Flower Exchange warehouse that will be demolished in connection with the Project – into a mixed-use office, commercial and/or life science research space comprised of four buildings (identified as Buildings A through D) and related streetscape and other improvements. As currently envisioned, Building A will be an approximately six (6) story building for laboratory and civic/community uses with ground-floor retail uses; Building B will be an approximately twelve (12) story building for laboratory, office and civic uses with ground-floor retail uses; and Buildings C and D will be approximately twenty-three (23) and fifteen (15) story buildings, respectively, for laboratory, office and civic uses. Below-grade parking garages are planned for each building for a total of approximately 1,145 spaces, with the potential for the garages underneath Buildings C and D to be interconnected. Additional surface parking spaces are also contemplated along the East Canton Street Extension. Pedestrian-friendly open space is also anticipated for the Project, in the form of an approximately 1.1-acre publicly-accessible open space to be known as the Albany Green situated between Buildings A and B with gardens and outdoor seating areas. The massing of the four buildings has been specially designed to maximize sunlight for the Albany Green and surrounding plaza by positioning the lowest of the four buildings along Albany Street, with the buildings gradually increasing in height as Interstate-93 Southbound Frontage Road is approached. Conceptual plans and renderings of the Project showing anticipated massing and other details are attached to this Development Plan as Exhibit C.

The Project buildings will have a maximum building height (which shall mean the vertical distance from grade to the top of the structure of the last occupied floor, without a requirement that the total area of roof structures and penthouses not exceed 33 1/3 percent of the total of all roof areas) not to exceed three hundred twenty-one (321) feet. The floor area ratio (“**FAR**”) of the Project will not exceed 6.5, as calculated pursuant to the Code, provided that elements of the Project that may be located on separately-owned lots at any time and from time to time within the Project Site shall be treated as a single lot for purposes of calculating FAR if

there is a recorded condominium document, easement agreement or other agreement between the owners of such lot that allocates the gross floor area (as defined in Article 2A of the Code) of the Project so that the total FAR of such lots together does not exceed the total FAR allowable in this Development Plan. The total gross floor area of the Project shall not exceed 1,599,543 square feet. Consistent with Section 64-29(3) of the Code, the footprint of the Project's buildings will not cover more than 80% of the Project Site.

The maximum building height, FAR and gross floor area set out above will be the only dimensional requirements applicable to the Project and the Project Site. All other dimensional or design requirements of the Code, including, without limitation, the provisions set out in Sections 64-16, 64-32.2, 64-33, 64-34 and 64-37 of the Code, shall not be applicable to the Project and the Project Site and are superseded by this Development Plan. The Project shall be subject to design, environmental and other development review by the BPDA, and the aspects of the Project approved as part of such review shall be deemed to be the dimensional, design and environmental requirements applicable to the Project upon issuance of a Certification of Compliance and Certification of Consistency pursuant to Sections 80B-6 and 80C-8 of the Code, respectively (provided that such Article 80B review shall not decrease the land area of the Project Site).

Proposed Uses of the Project Site. Research and Development Uses, Scientific Laboratory Uses, Office Uses, Restaurant Uses, Retail Uses, Entertainment and Recreational Uses, Cultural Uses, Service Uses, Community Uses, Light Manufacturing Uses, Parking Garages, Parking Lots, Facility of Public Assembly Uses, Wholesale Uses, Open Space and Public Open Space Uses, Accessory and Ancillary Uses and all other uses now or hereafter allowed under the Code for the Project Site shall be allowed uses for the Project. As currently envisioned, the Project will contain approximately 820,000 to 860,000 square feet of gross floor area of laboratory space, approximately 19,000 to 25,000 square feet of gross floor area of retail and restaurant space, approximately 600,000 to 640,000 square feet of gross floor area of office space, approximately 30,742 square feet of gross floor area of space for use by existing or start-up businesses or as not for profit Affordable Cultural Space (as defined in Section 64-41(2) of the Code) and parking garages with parking for up to 1,145 vehicles. The various uses and the distribution of floor area to such uses may change as the Project is further refined and implemented in accordance with and subject to further design, environmental and other development review by the BPDA. Without limiting the foregoing, the development of the Project in accordance with the foregoing program or as refined and implemented in accordance with such further review shall be deemed in compliance with this Development Plan upon issuance of a Certification of Consistency in accordance with Section 80C-8 of the Code.

General Design Standards. The Project (as the same may be modified in response to design, environmental and other development review by the BPDA and other governmental agencies and authorities) shall be in compliance with the Design Guidelines for Planned Development Area Development Plans in the Economic Development Area Sub-Districts described in Appendix B to Article 64 of the Code. Such compliance shall be evidenced by the issuance of a Certification of Consistency for the Project in accordance with 80C-8 of the Code.

Proposed Open Spaces and Landscaping. Subject to design approval from the BPDA's urban design staff, the Developer will incorporate open space and landscaping elements into the

design of the Project, including, without limitation, the Albany Green, and certain adjacent areas that will provide an appropriate setting for the various Project uses. The Project's open space shall be subject to design, environmental and other development review by the BPDA, and any open space or landscaping approved as part of such review shall be deemed to be in compliance with this Development Plan upon the issuance of a Certification of Compliance and Certification of Consistency in accordance with Sections 80B-6 and 80C-8 of the Code, respectively. All other open space and landscaping requirements of the Code shall not be applicable to the Project and the Project Site and are superseded by this Development Plan.

Proposed Affordable Cultural Space. The Project contemplates that approximately 30,742 square feet of gross floor area will be available for use by existing or start-up businesses or as not for profit Affordable Cultural Space, in satisfaction of the requirements of Section 64-29(1)(b) of the Code.

Proposed Traffic Circulation. The Project Site is bordered to the north and south by transportation easements. The southern easement is between the Project Site and the Boston University Medical Campus laboratory building site. The northern easement is located between the Project Site and the Jacobsen Floral Supply. Both easements are 30 feet wide, with shared ownership by the respective abutting properties. As currently contemplated, the southern easement (tentatively referred to as "Canton Street Extension") will include two way travel between Albany Street and Biosquare Drive and provide access and egress to and from the garages and service areas of the Project Site. Canton Street Extension is anticipated to be 20 feet wide and include an on-street parking lane on the east side. As currently contemplated, the northern easement (tentatively referred to as "New Street") will include two way travel between Albany Street and the Service Driveway (described below). This roadway will be 20 feet wide and within the existing easement, and will also provide limited parking/pick-up/drop-off spaces adjacent to the entrance to Building B. This roadway will continue to operate as a shared transportation easement.

Two new internal roadways are envisioned to bisect the Project Site. As currently contemplated, "Service Driveway" will be a 20-foot wide roadway running north and south between the Canton Street Extension and New Street, and will provide access to the garage ramps and loading areas of each building. As currently contemplated, "East Dedham Street Extension" is planned to be a shared street at sidewalk grade, and will run west to east from Albany Street through the southern edge of Albany Green to the Service Driveway. It will prioritize pedestrians over vehicles through the use of a single grade, which will alert motorists that they are entering a pedestrian area. It will also act as the main pick-up and drop-off location for taxis and Transportation Network Companies ("TNC"). Due to the Project Site design layout, East Dedham Street Extension will operate as one-way street eastbound from Albany Street, with vehicles exiting via Canton Street Extension or New Street. It will meet Albany Street as the fourth leg of the Albany Street/East Dedham Street intersection. The combined services along this street (TNC, Hubway, and transit information within the buildings, car share within the garages) will act as a Mobility microHUB for the Project Site.

Proposed Parking and Loading Facilities. The Project has been designed to satisfy its own parking needs within on-site below-grade parking garages. As currently contemplated, the Project's garages will include capacity for the parking of up to approximately 1,145 vehicles in

the aggregate, with additional surface parking provided along the on-site roadways. Each building is anticipated to have its own loading areas and loading bays, which can be accessed using the internal Service Driveway connecting Canton Street Extension with New Street and other internal driveways. Trash compactors and containers are anticipated to be located in the loading areas and will not block access to the loading bays. The Project's parking and loading facilities and traffic circulation shall be subject to design, environmental and other development review by the BPDA, and the parking and loading facilities and traffic circulation approved as part of such review shall be deemed to be in compliance with this Development Plan upon issuance of a Certification of Compliance and Certification of Consistency pursuant to Sections 80B-6 and 80C-8 of the Code, respectively. All other traffic, loading and circulation requirements of the Code shall not be applicable to the Project and the Project Site and are superseded by this Development Plan.

Access to Public Transportation. The Project Site is directly served by several Massachusetts Bay Transportation Authority (“MBTA”) bus lines that provide connections to the MBTA Red and Orange lines. The #10 bus provides access to the Back Bay Station on the Orange Line for trips to and from downtown as well as for trips to and from the southeast at Andrew Station. The #8 and #47 buses provide access to Ruggles Station on the Orange Line for trips to and from the south. The #47 bus also provides access to the Broadway Station on the Red Line for trips to and from downtown. The Silver Line #4 and #5 buses provide access to and from Downtown and Dudley Square.

Green Buildings. The Project will comply with Article 37, Green Buildings, of the Code.

Groundwater Conservation. The Project Site is located within the GCOD, governed by Article 32 of the Code. The Project is subject to Article 32 because it will (i) erect structures that will occupy more than fifty (50) square feet of lot area, (ii) erect structures designed or used for human occupancy or access, mechanical equipment, or laundry or storage facilities, including garage space, if such construction involves the excavation below grade to a depth equal to or below seven (7) feet above Boston City Base (other than where such excavation is necessary for, and to the extent limited to, compliance with the requirements of Article 32) and/or (iii) involve paving or other surfacing of lot area. Pursuant to Article 32, the Project must demonstrate that it will (a) promote infiltration in accordance with certain mitigation standards set out in the Code and (b) result in no negative impact on groundwater levels in the Project Site or adjacent lots, subject to the terms of any (i) dewatering permit or (ii) cooperation agreement entered into by the Developer and the BPDA.

The Project will comply with the applicable standards set forth in Section 32-6 of the Code by promoting infiltration consistent with the mitigation standards set out in the Code and resulting in no negative impact on groundwater levels within the Project Site or on adjacent lots. If necessary, the Developer will incorporate systems into the Project that meet the groundwater conservation standards set forth in Section 32-6. The Developer will obtain written confirmation from the Project's civil engineer that said standards are satisfactorily met, and will provide a copy of this letter to the BPDA and to Boston Groundwater Trust prior to the issuance of a Certification of Consistency. The Project's design and mitigation for the purposes of groundwater conservation shall be subject to design, environmental and other development review by the BPDA, and the design and mitigation approved as part of such review shall be

deemed to be in compliance with this Development Plan upon issuance of a Certification of Compliance and Certification of Consistency pursuant to Sections 80B-6 and 80C-8 of the Code, respectively. Compliance with this Development Plan shall constitute compliance with Article 32 without the necessity of the Project obtaining a conditional use permit pursuant to Article 32.

Signage. The signage program for the Project shall be subject to design, environmental and other development review by the BPDA, and any “Sign” approved as part of such review shall be deemed to be in compliance with this Development Plan.

Development Review Procedures. All design plans for the Project are subject to ongoing design and development review and approval by the BPDA. Such review will be conducted in accordance with Large Project Review under Section 80B of the Code.

Public Benefits. The Project will provide substantial public benefits to the South End neighborhood and the City of Boston by transforming the underutilized former warehouse Project Site into an active mixed-use commercial, technology, and life science research space with ground floor retail and civic/community space surrounding a new, central, publicly-accessible green open space for passive/active recreational uses and cultural exchange. Among its many other anticipated benefits, the Project will:

- (a) Diversify and expand Boston’s economy and job opportunities through economic activity and strengthen the economic vitality of the South End neighborhood and contribute to the existing technology and life science local ecosystem created by the nearby Boston Medical Center and Boston University Medical Campus.
- (b) Facilitate community access to jobs created by the Project, including creating approximately 3,000 construction-related jobs and approximately 4,000 – 7,000 permanent jobs covering a broad spectrum of income levels.
- (c) Provide new revitalized community space for the neighborhood through the creation of the approximately 1.1-acre Albany Green publicly-accessible open space with gardens and outdoor seating areas, and the dedication of approximately 30,742 square feet for use by an existing or start-up business or as a not for profit Affordable Cultural Space.
- (d) Improvement of the urban design characteristics of the area through introducing innovative and thoughtfully designed architecture that will provide a buffer between Albany Street and I-93.
- (e) Generate approximately \$12,500,000 in housing linkage funds and approximately \$2,500,000 in jobs linkage funds to the City of Boston, or equivalent job and/or housing creation programs.
- (f) Advance the sustainability objectives of the City of Boston through the development of energy-efficient and environmentally friendly buildings that will strive to achieve LEED Gold certifiability.

Exhibit A

Legal Description of the Project Site

That land in the City of Boston, County of Suffolk and Commonwealth of Massachusetts, shown as Parcel 48B shown on a plan of land entitled, "Delivery Parcel Plan Parcels 48A, 48B and 48C," prepared by Charles A. McGuire & Associates, dated October, 1968, recorded with the Suffolk County Registry of Deeds in [Plan Book 8267, Page 155](#), and which is bounded and described as follows:

Beginning at a point on the southerly side line of Albany Street, said point being S 44°-03'-42" E, eighty and no-hundredths (80.00) feet and N 45°-56'-18" E, two hundred forty-nine and forty-six hundredths (249.46) feet, consecutively, from the point of intersection of the easterly side line of East Brookline Street and the northerly side line of Albany Street, and said point being the northeasterly corner of Land (Parcel 48A), now or formerly of the Boston Redevelopment Authority;

Thence running N 45°-56'-18" E, along said southerly side line of Albany Street, five hundred forty-eight and no hundredths (548.00) feet to a point, said point being the northwesterly corner of land (Parcel 48C) now or formerly of the Boston Redevelopment Authority;

Thence turning and running S 44°-03'-42" E, along the dividing line between Parcel 48B and Parcel 48C, four hundred thirty and ninety-eight hundredths (430.98) feet to a point on the proposed northerly side line of Albany Street Service Road (so-called), said point being the southwesterly corner of land (Parcel 48C) now or formerly of the Boston Redevelopment Authority;

Thence turning and running, southwesterly, by a curve to the right of one thousand one hundred eighty-four and sixteen hundredths (1,184.16) feet radius along said proposed northerly side line of Albany Street Service Road (so-called) fourth hundred seventy-six and thirty-seven hundredths (476.37) feet to a point;

Thence running S 55°-21'-35" W, along said proposed northerly side line of Albany Street Service Road (so-called), seventy-six and eighteen hundredths (76.18) feet to a point, said point being the southeasterly corner of land (Parcel 48A) now or formerly of the Boston Redevelopment Authority.

Thence turning and running N 44°-03'-42" W, along the dividing line between Parcel 48B and Parcel 48A, four hundred thirty-five and eighty-eight hundredths (435.88) feet to the point of beginning.

Containing a total of two hundred forty-eight thousand six hundred sixty-five (248,655) square feet, more or less, according to said plan.

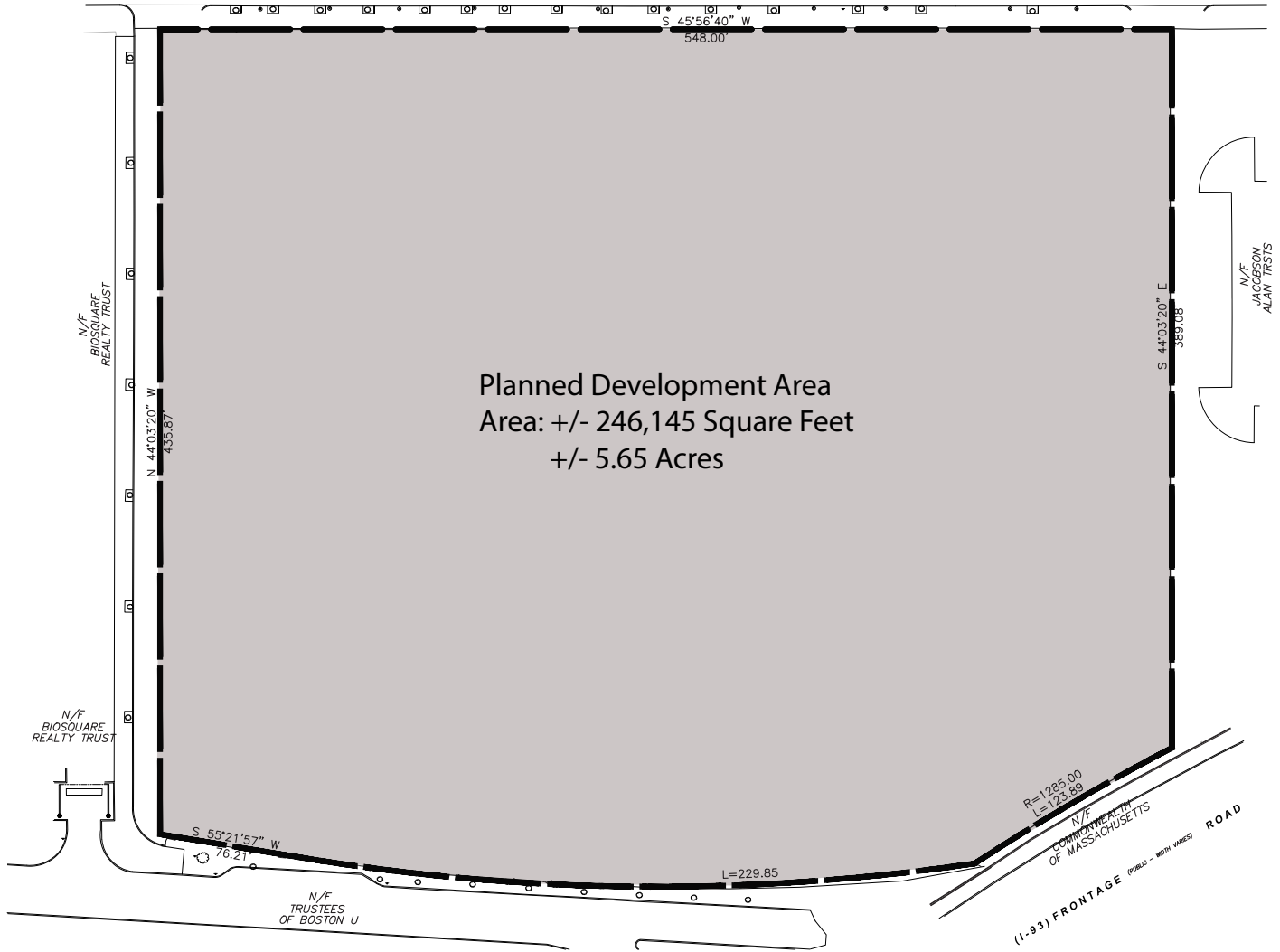
LESS AND EXCEPT from the above that land shown as "Parcel No. 70-5 The Boston Flower Exchange, Inc. Area = 2,520 S.F. +/-" on the plan recorded with the Suffolk County Registry of Deeds in [Plan Book 19906, Page 34](#), taken in fee by the Commonwealth of Massachusetts Department of Highways in Layout No. 6972 and Order of Taking, dated July 12, 1995, recorded with said Deeds in [Book 19906, Page 34](#).

Exhibit B

Plan of the Project Site

[See attached]

ALBANY (PUBLIC - 80 FEET WIDE) STREET



Planned Development Area
Area: +/- 246,145 Square Feet
+/- 5.65 Acres



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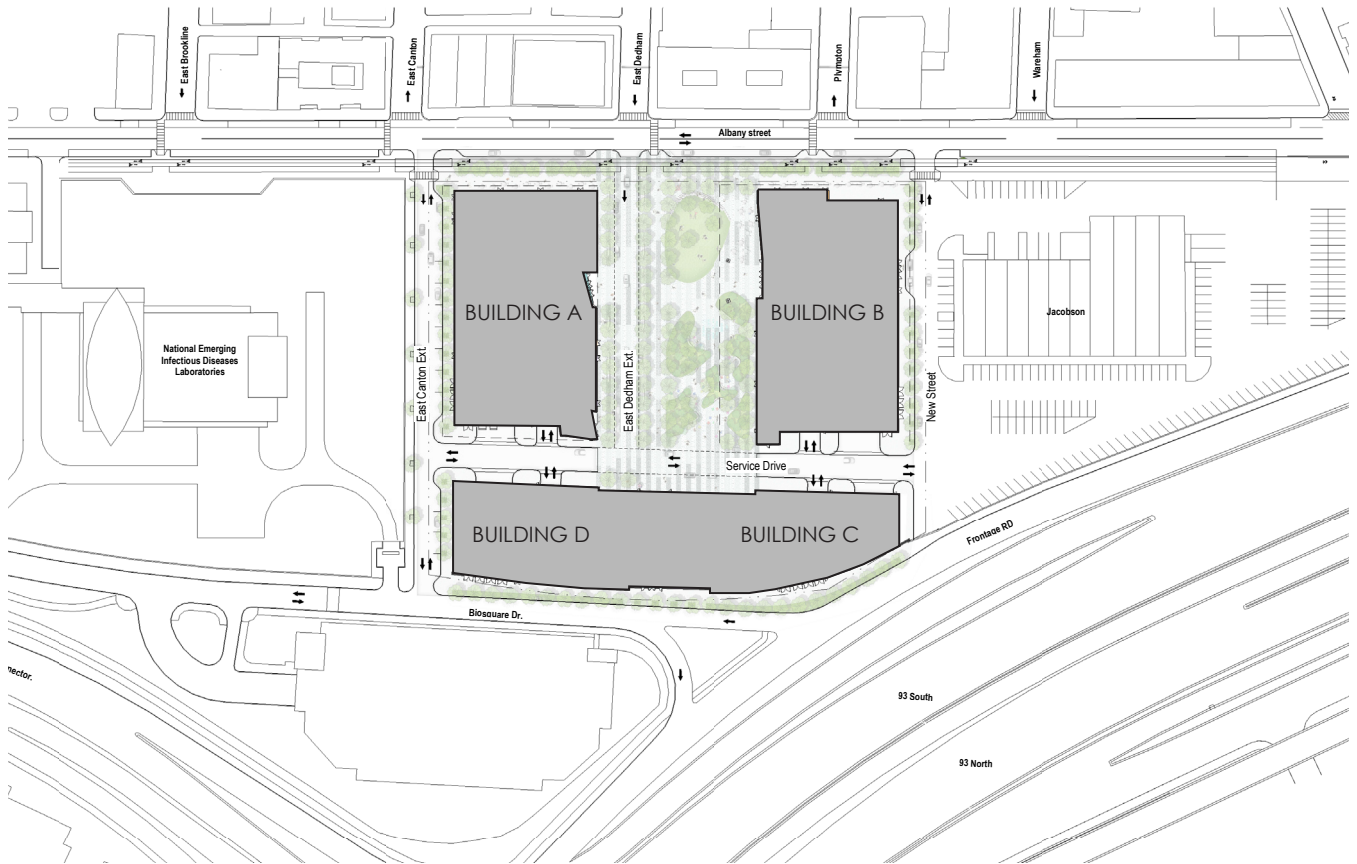
Exhibit B
Plan of the Project Site

Source: Brennan Consulting

Exhibit C

Conceptual Plans and Renderings

[See attached]



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Site Plan

Source: Stantec



RETAIL
 BACK OF HOUSE
 LOBBY
 COMMUNITY
 FIRE

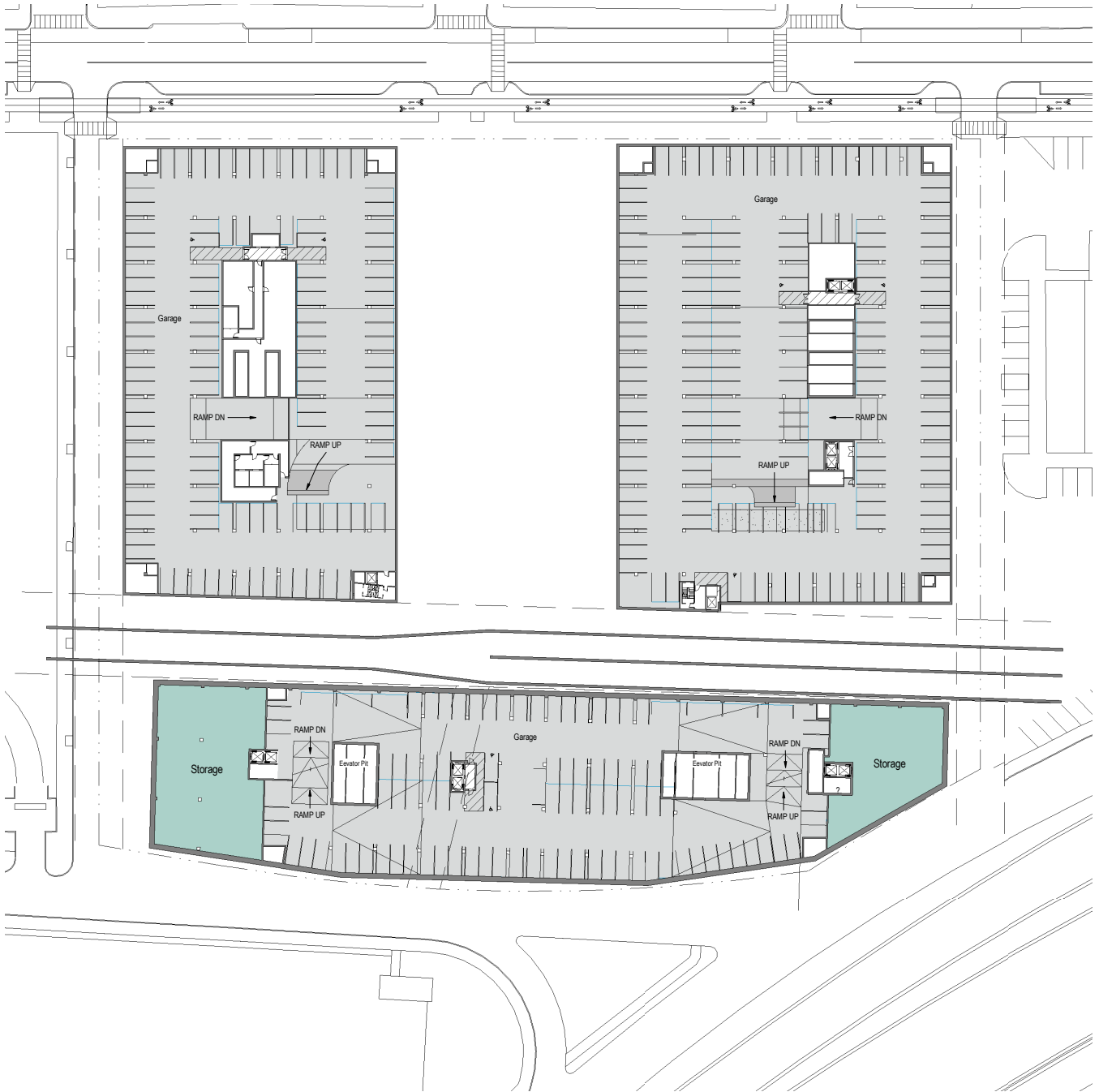
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Ground Floor Plan

Source: Stantec



THE **ABB**EY GROUP

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Garage Plan

Source: Stantec



OFFICE/LAB
 ROOF TERRACE

THE **ABB**EY GROUP

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 INC



Typical Upper Floor Plan

Source: Stantec



(a) Perspective from Albany Street looking North



(b) Perspective from I-93 looking South

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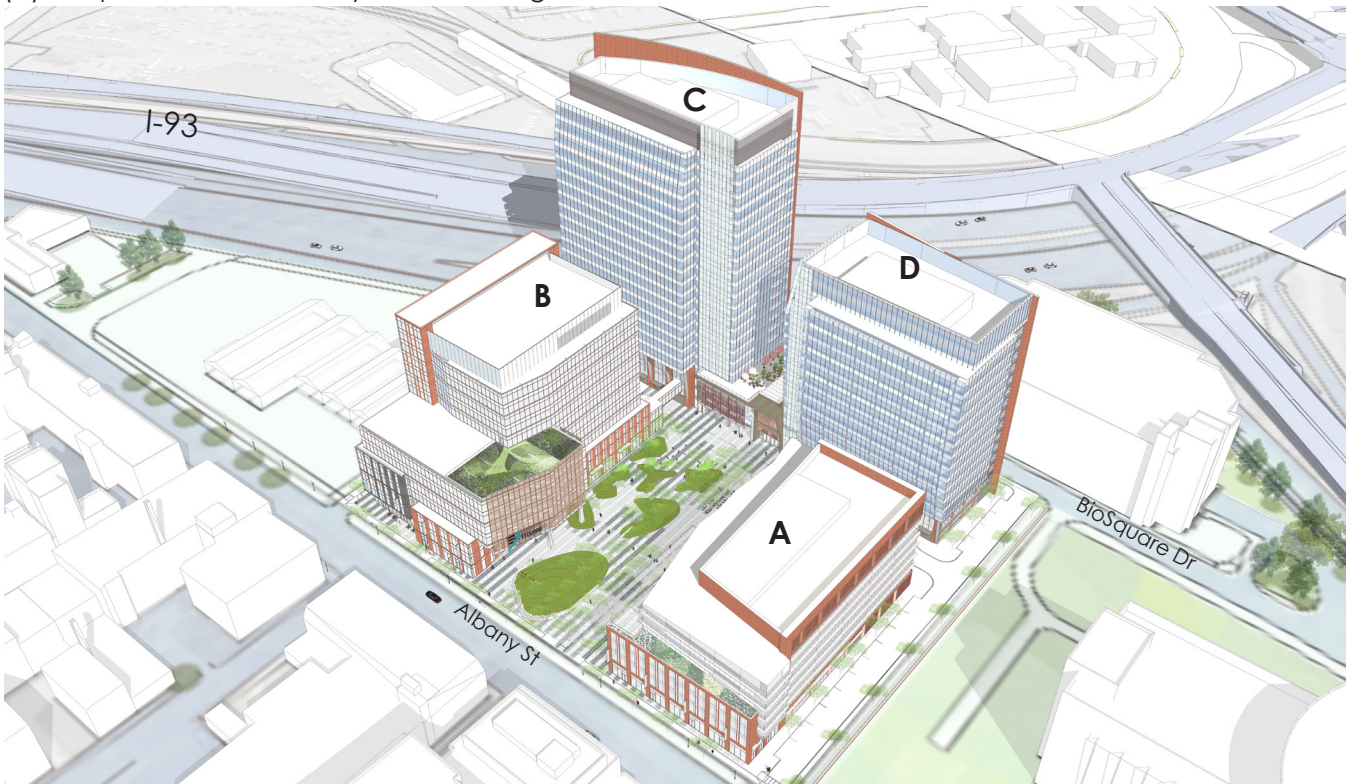


Perspectives

Source: Stantec



(a) Perspective from Albany Street looking East



(b) Perspective looking Northeast

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Perspectives

Source: Stantec



(a) East Elevation



(b) North Elevation

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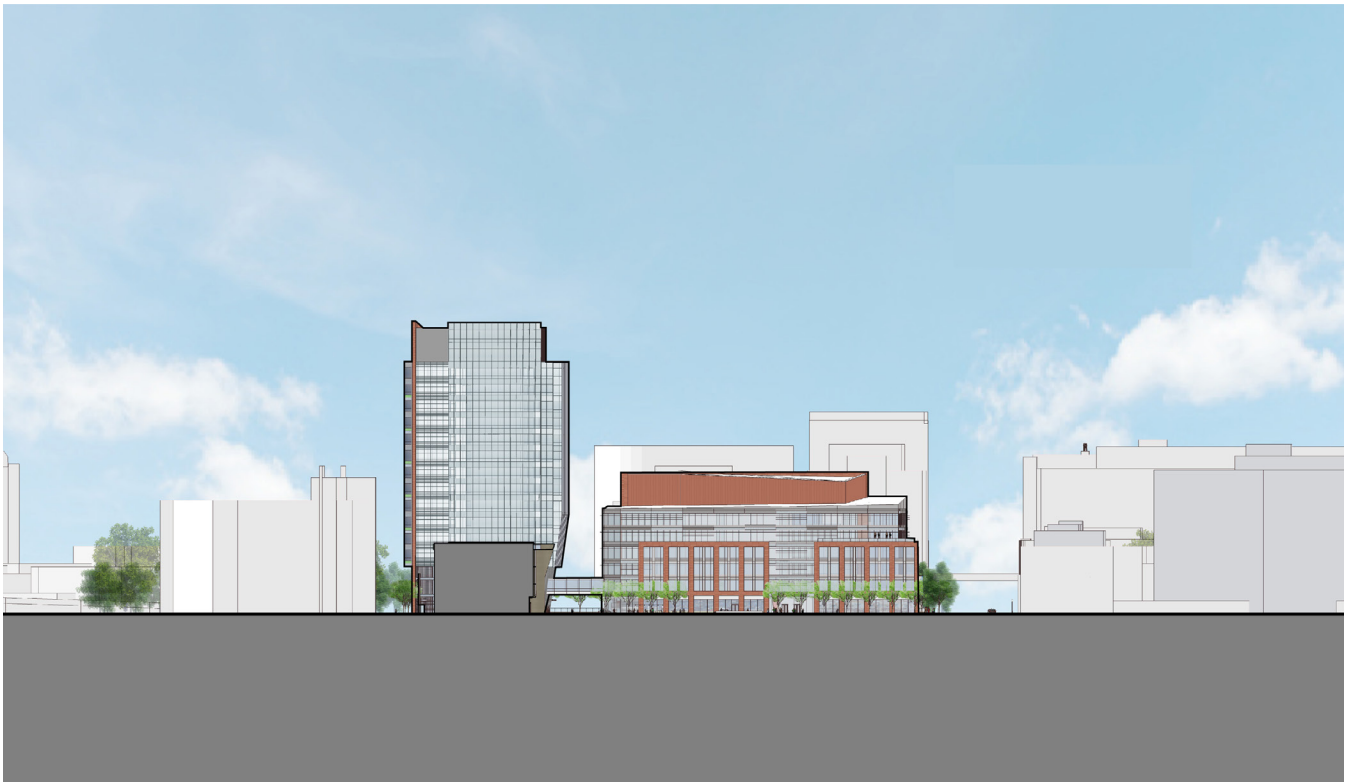


Elevations

Source: Stantec



(a) South Elevation



(b) Through North Elevation

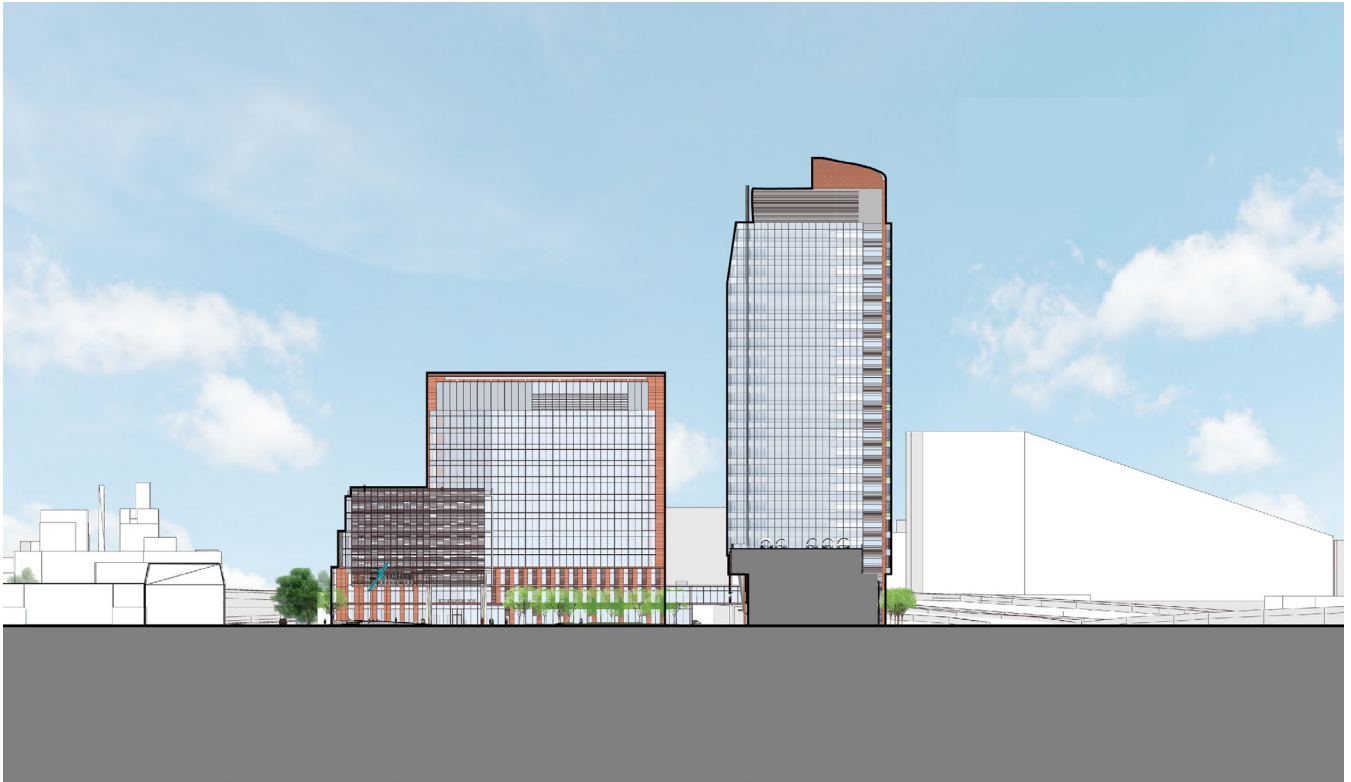
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Elevations

Source: Stantec



(a) Through South Elevation



(b) West Elevation

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Elevations

Source: Stantec